

SECOND

ANNUAL REPORT

OF THE

Catawissa Rail Road Co.,

FOR THE YEAR ENDING

December 31st, 1861.

PHILADELPHIA:
H. G. LEISENRING, PRINTER,
No. 128 S. Second St.
1862.

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ANNUAL MEETING.

An Annual Meeting of the Stockholders of the Catawissa Rail Road Company, held in pursuance of the provisions of the charter of said Company, on the 1st day of April, 1862, at 12 o'clock, noon, at the Company's Office, No. 308 Walnut St., Philadelphia, and called also in pursuance of the notice of which the following is a copy:

"Office Catawissa Railroad Company, No. 308 Walnut Street, Philadelphia, March 10th, 1862. Notice to Stockholders.

"The Annual Meeting of the Stockholders of the Company, will be held on Tuesday the 1st day of April, 1862, at 12 o'clock, noon, at the Company's Office, No. 308 Walnut Street, in the City of Philadelphia.

"The Annual Election for President and Directors, will be held on Monday, the 5th day of May, 1862, at the Company's Office.

WM. R. FISHER,
Secretary."

On motion of Mr. S. V. Merriek, Mr. Jos. L. Moss was called to the Chair, and Mr. Wm. R. Fisher, appointed Secretary.

The President read to the meeting the Report of the Board of Directors, for the year ending December 31st, 1861,—as also the Report of the Treasurer and Superintendent:

Mr. Lewis after discussion, offered the following Resolution :

Resolved, That the Stockholders do now appoint a committee of seven of their number, with power to fill vacancies, to be appointed by the Stockholders, for the purpose of examining into the causes of the decline of the business of the Road, and that all matters relating thereto, including the Report just read, shall be referred to said committee, with instructions to report at an adjourned meeting this day two weeks. In conformity with the above resolution, the following Stockholders were nominated and chosen as the Committee :

Mr. John Welsh,
 “ A. R. M^rHenry,
 “ Wm. P. Chandler,
 “ A. J. Drexel,
 “ Byron Woodward,
 “ M. Wallace Woodward,
 “ Peter Oliphant.

On motion of Mr. Merrick, the Committee was increased to eight, when Mr. S. E. Slaymaker was nominated and chosen.

On motion of Mr. Merrick, the President of the Meeting, (Mr. Jos. L. Moss,) was added to the Committee.

On motion of Mr. Macalester, it was *Resolved*, That the meeting adjourn to meet this day two weeks, at 12 o'clock, M.

J. L. Moss,
 Chairman.

WM. R. FISHER,
 Secretary.

An adjourned meeting of the Stockholders of the Catawissa Railroad Company, held on the 15th day of April, 1862, at 12 o'clock, noon, at the Company's Office, No. 308 Walnut street, Philadelphia.

The Chairman announced that in consequence of the appointment on the Committee of some Stockholders that were not present, the organization of the Committee was materially delayed, so much so that the sub-committee now on the Road, only

left on the 14th inst. At the request of the officers, a more thorough investigation of the affairs of this Company than the Committee first contemplated has been entered upon, therefore, upon motion of Mr. F. A. Van Dyke, Jr., it was

Resolved, That the meeting adjourn till Friday next, the 18th instant, at 1 o'clock, P. M., and that public notice be given in the daily Press, Inquirer, Bulletin, Ledger and North American and United States Gazette.

On motion adjourned.

Jos. L. Moss,
Chairman.

WM. R. FISHER,
Secretary.



Adjourned Meeting of the Catawissa Railroad Company.

Philadelphia, April 18th, 1862.

An adjourned meeting of the Stockholders of the Catawissa Railroad Company was held this day, at one o'clock, P. M., at the Company's Office, No. 308 Walnut street.

Mr. Jos. L. Moss, in the Chair.

The Secretary of the Committee of Stockholders, appointed at the Annual Meeting held April 1, 1862, to whom was referred the Report of the President and Directors, read the following:—

The Committee appointed by the Stockholders at the meeting of 1st inst., submit the following for your consideration. Having been delayed in their organization by the refusal of their chairman and another member to serve, it became necessary, owing to the request of the officers of the Company that a thorough investigation should be made, to adjourn the meeting of last Tuesday until to-day. The Committee availed and sought every opportunity to examine parties as to the allegations of a decline of the business of the road in the past year; the condition of the road and stock now, and when received by the present officers; the comparative incomes and expenses;

the correspondence submitted to them touching complaints of the customers on the line of the road and elsewhere; the coal property of the Company; the very excellent rules and regulations for the care and duties of all the employees on the road, etc.

From Receiver's accounts we extract:

Total receipts (1860)	.	.	.	\$259,287 89
“ expenses “	.	.	.	238,035 22
				<hr/>
Net result, about 8 per cent. profit	.			\$21,252 67
Total receipts, 1861, by Mr. Du Puy	.			\$219,548 37
“ expenses, “ “ “	.			197,958 04
				<hr/>
Net result, equal to 10½ per cent.	.	.	.	\$22,490 33

We refer to the annexed tables for the comparative general expenses during the Receivership (1860), and of Mr. Du Puy (1861), showing a saving per month of \$1713 96.

Comparative statement of general expenses monthly paid during the Receivership in 1860, and by the Catawissa Railroad Company in 1861:

1860.

Receiver Com. average per month	.	.	.	\$1,215 63
Thomas Kimber, Agent, ended May 15, 1860	.			208 33
Wm. R. Fisher, Treasurer	.	.	.	166 67
J. R. Paxton, Secretary	.	.	.	125 00
H. A. Fonda, Superintendent	.	.	.	208 33
J. H. H. Parke, Assistant Superintendent	.			100 00
Stancliff, Superintendent Motive Power	.	.	.	62 50
P. G. Smith, Superintendent's Clerk	.	.	.	55 00
R. Osborne, Consulting Engineer	.	.	.	72 50
Baily, Assistant Engineer	.	.	.	75 00
P. Nolin, Chief Clerk	.	.	.	83 33
F. N. Bunnell, Pass. and Fr't Clerk	.	.	.	75 00
Johnson, Transfer Clerk	.	.	.	50 00
Porter and Watchman	.	.	.	15 00
				<hr/>
Amount	.	.	.	\$2,512 29

1861.

J. H. Du Puy, President . . .	\$250 00
Wm. R. Fisher, Secretary and Treasurer .	166 66
H. S. Goodwin, Superintendent . . .	150 00
H. S. Kitchell, Superintendent's Clerk .	35 00
Two Tel. Op. Superintendent's Office .	55 00
McClure, Chief Clerk . . .	75 00
Gilroy, Pass. and Fr't Clerk . . .	75 00
Johnson, Transfer Clerk . . .	60 00
James Vandyke, Clerk . . .	16 67
Porter, Watchman, &c. . .	15 00—\$898 33
<hr/>	
Saving per month . . .	\$1,713 96

Being equal to a saving in this one account alone of \$20,567 52 per annum. On referring to the tables of the monthly income of the past year, owing to the prostration of trade, it is ascertained that the first seven months barely yielded the expenses, while the last few months have produced a demand for all the stock of the Company—thus making up the large bulk of the yearly income; hence arises, during the press of business, the much greater demand for moving capacity than the Company owns. Among the causes which have operated, in a minor degree, to diminish the business of the Company during the last year, may properly be included the fact that the closing of the affairs of the Catawissa, Williamsport and Erie Railroad Company, and the enormous legal and official expenses attending upon the Receivership, which absorbed so large a proportion of the income of the new company and that which would have been otherwise applied to the repairs of the road during the Receivership, that the new organization was seriously crippled at its very start, and means withdrawn, which, had they remained, would have enabled it to supply much greater facilities for the transaction of the business pressed upon it since last autumn, and from necessity rejected. To show to how great an extent this cause operated, we append here a statement of such expenses, viz :

Counsel fees	\$6,500 00
Legal expenses	4,162 21
Wm. D. Lewis, Receiver, Commissions .	13,371 91
Wm. D. Lewis, Commissions as Trustee .	2,500 00
Other Trustees	5,000 00

Amounting to \$31,534 18

which is more than 34 per cent. of the expenditures for repairs by Mr. Du Puy for the year 1861. A loss of trade of no inconsiderable amount was experienced during the early part of last autumn, by the withdrawal of what was termed the A line, or through line of cars. In the negotiation consequent thereupon, a loss of several weeks of freight, at the time when the Company was much in need of it, was caused by the refusal of the Elmira Company to agree to the terms demanded by the Reading Railroad Company for the use of their cars. A further loss of trade was experienced in the demand of a connecting road from this Road, to enter into contracts for carrying coal at losing rates to us, while receiving remunerating rates themselves.

Your Committee cannot but feel the necessity of cultivating the most friendly relations with all connecting lines, but at the same time approve of the policy of the present management's refusal to allow our road to be used for the benefit of others, exclusively, or without receiving some consideration in return themselves. The condition of the road, structures and machinery, as also the investigation of complaints of parties at the terminus of the road, required their personal investigation, to further which a sub-committee was appointed to attend thereto—the report of whom is here annexed. Another sub-committee also verified the figures as set forth in the President's last report.

To the Committee of the Stockholders of the Catawissa Railroad Co.:

GENTLEMEN,—The sub-committee appointed by you to investigate into the complaints made by certain parties, indirectly impugning the present management of the Road, and also to visit

and examine the structures and rolling stock belonging thereto, respectfully submit: That, upon investigation, they find the complaints are merely such as are usually made by shippers during a rush of trade consequent upon unavoidable want of accommodation, all admitting that the Managers of the Road have acted fairly towards them under the circumstances. Two parties that were most bold in their written assertions, denied having written the charges when read to them—said they were not true; had no idea when they signed it that it contained such statements; did not know who wrote the letter; were induced to sign it when in ill humor: all the parties conceding that the first seven months of the year 1861 it was impossible for the Road to procure trade, owing to the general depression of business. Herein mainly consists the cause of the diminution of trade for the year. The lumber trade of that section is rapidly developing itself into a permanent business, the Road being able to carry at remunerative rates in competition with water facilities, all the shippers declaring that it was their interest to give it the preference if proper facilities were afforded them. They estimate that at least one hundred million feet of lumber will be prepared for market in that region during the coming season. The Road, in our opinion, is, and it is everywhere acknowledged along the route, in much better condition than when it came into the hands of the present management. It however still requires a considerable amount of new cross-ties and iron. We confirm the statement of your President, as regards the bridges, in his last report. We have found your engines capable, and actually doing all the business, (as regards the number of ears hauled by them) as stated in the report, varying from thirteen to twenty-three cars. This holds good of them when comparing the winter months of the year with those of former years. Your motive power however is very deficient, having an excess of passenger and a great deficiency of freight engines. Their condition as reported by your President, is fully confirmed by the investigation of your committee.

To afford the proper facilities for the business offering, it is our opinion that you should have four new first-class coal-burning freight engines, each one of which would be capable of doing as

much work as three of those now on the road, and at a saving of expenses that would pay for one-half the cost of an engine during the first year. The action of your Board in authorizing the disposal of five of the useless engines on hand is fully endorsed by us. There is also a great want of cars for the trade, which would be remedied to some extent, if the connecting roads would furnish their *pro rata* proportion.

To accommodate the business offering, it would be necessary to have an additional supply of cars, thirty-four feet in length, for carrying lumber eastward, which could be so arranged as to carry a return freight of coal when your mines are developed. Your Committee have also visited the coal lands, and although not able, upon such investigation, to make any positive report, still such facts were brought to their knowledge as convinces them that you own a valuable coal property, whose development will yield you a handsome income. Parties are now ready to expend large amounts in developing them, if you will construct an outlet for them to your Road.

In conclusion your Committee, from all they have seen and heard while on your Road, are fully satisfied that the present management is entitled to the fullest confidence at your hands, and an earnest effort on your part to carry out their wishes, which can result only in every way advantageous to yourselves.

M. P. HUTCHINSON,
Chairman Sub-Committee.
 W. P. CHANDLER,
 A. R. McHENRY,
 S. E. SLAYMAKER.

In conclusion, your Committee feel the importance of urging upon you the imperative necessity of the Stockholders agreeing to the supplement passed by the Legislature, and recommended to your consideration in the annual reports, thereby giving the power to raise the amount specified, and enable them to expend the same, that the Company may be relieved of the difficulties it labors under for want of power and cars to transact the largely increasing business offering.

The Committee believe, with the report of the President

submitted, the capitalizing of the payments therein shown to be necessary, will result in the early payment of reasonable dividends to the preferred stockholders. All of which is respectfully submitted.

J. L. MOSS, *Chairman*,
 A. R. McHENRY,
 W. P. CHANDLER,
 BYRON WOODWARD,
 M. P. HUTCHINSON,
 M. W. WOODWARD,
 P. OLIPHANT,
 S. E. SLAYMAKER.

Philada., April 18, 1862.

On motion of Mr. Shannon, it was

Resolved, That the Report of the President and Directors with accompanying statements, &c., be adopted and printed with the report of the Committee.

On motion, adjourned.

J. L. MOSS,
 Chairman.

W. R. FISHER,
 Secretary.

Second Annual Report

OF THE

CATAWISSA RAIL ROAD COMPANY, 1861.

TO THE STOCKHOLDERS OF THE
CATAWISSA RAIL ROAD COMPANY.

The Board of Directors present to your consideration the following statement of the result of the year's business, the condition of your property, and the prospects of the enterprise.

The amount of Capital Stock issued to 1st January, 1862, is as follows:—

36,478 Shares Preferred Stock @ \$50 each,	. \$1,823,900 00
12,992 “ Common “ “ “ “	. 649,600 00
Chattel Bonds,	. 33,500 00
Amount,	. \$2,507,000 00

There yet remains to be issued when called for:—

7,522 Shares Preferred Stock @ \$50 each,	. \$376,100 00
10,008 “ Common “ “ “ “	. 500,400 00
Chattel Bonds,	. 500 00
Amount,	. \$877,000 00

The results of the year's business, especially that of the last six months, show very favorably. For notwithstanding the

general prostration of all our industrial resources, consequent upon the sad political troubles of the country, and the geographical position of the road, which did not admit of its being used for any of the immense trade and travel, required for Government support, the earnings have far exceeded our expectations, and enabled us to make with propriety large expenditures on and for your property, as was promised in the last Annual Report, but not to the amount required, as they were limited by the receipts, and the maturing obligations enjoined upon the company by the decree of the court.

All the debts entailed upon us from the Catawissa, Williamsport and Erie Railroad Company, *due prior to 21st March, 1863, have been fully paid.*

The roadway and machinery have been improved.

The local business of the road is steadily and largely increasing.

The working expenses have been reduced to the most economical basis.

And the Company has no debt of its own creating; nor one dollar of obligations outstanding, on its own account.

The condensed statement of the earnings, expenses of operating your road, and maintaining and renewing its property during the past year, is as follows:—

Receipts of the Road,	\$297,075 86
Less rent of four other roads,	59,527 49
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Amt. Net Receipts,	\$219,548 37
Expenses of all kinds, covering ordinary and extraordinary repairs,	197,058 04
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Net earnings,	\$22,490 33

Which has been disposed of as follows:—

Interest paid on Chattel Bonds,	\$3,650 00
Discount and Interest,	163 26

Advertising, &c., Reorganization expenses, .	\$756 24
Sundry claims against old Company, .	3,112 07
Balance Receiver's Commissions, Trustees' Com- missions, &c.,	11,475 00
C. W. & E. R. R. Labor and Material debt, .	1,080 39
Uncollected dues, 31st December, .	2,253 37
Amount,	<u>\$22,490 33</u>

The total expenditures for *repairs* during the year have amounted to \$91,114 80.

While the *renewals* to your property, charged in the working expenses,—for we have no construction, renewal or contingent account,—have been as follows :

For Roadway.

22,383 new Cross-ties,	\$5,524 26
16,875 lbs. new Spikes,	517 50
7,296 “ “ wrought Chairs,	291 84
190 Tons Re-Rolled Iron,	3,230 00
87 ft. Chitisquaqua Bridge,	1,234 62
Timber, Labor, and Iron in Trestles and Bridges, .	4,590 24
Amount,	<u>\$15,388 46</u>

For Motive Power.

Repairs to Locomotives, Passenger, .	\$10,037 82
“ “ “ Freight, .	16,126 68
“ Tools, Machinery, Shops and Water Sta- tions,	929 12
Amount,	<u>\$27,093 62</u>

For Maintenance Cars.

Repairs Passenger and Baggage Cars, .	\$7,645 40
“ Freight Cars,	20,761 62
“ Car Shops, Tools, &c.,	65 48
Amount,	<u>\$28,472 50</u>

In all, amounting to \$70,954 58

It would be perfectly legitimate to class fifty per cent. of the

motive power and ear repairs, say \$27,000, and twenty per cent. of the roadway repairs or \$3,000—in all \$30,000—as renewal expenses proper,—being over and above the ordinary per centage of expenses solely chargeable to the maintenance of a properly constructed and maintained Roadway and machinery.

As your property was received by your officers in the dilapidated condition, frankly stated in the last Annual Report, these several amounts can be properly added to, and considered as part of the net earnings of the road during the year past.

The legal obligations yet remaining for us to pay, (not including Chattel Mortgage due in 1880, amounting to \$34,000, on which 5 per cent. per annum is paid,) are

Labor and Material Debts of the old Co., due 21st	
March, 1863,	\$59,358 98
Sundry claims against old Co., unacknowledged,	
but estimated,	5,887 93
Amount,	<u>\$65,246 91</u>

The total amount paid by this Company (the new Co.) since its organization, on account of the Catawissa, Williamsport and Erie R. R. Co. (the old Co.,) stands as follows:

Paid Commissions, balance due W. D. Lewis, Esq.,	
Receiver,	\$8,371 97
“ W. D. Lewis, Esq., Com. as Trustee, 1st Mtg.	2,500 00
“ Elias Fasset, “ “ “ “ .	2,500 00
“ Joseph Paxton, “ “ “ Chat. Mtg.	2,500 00
“ Legal Services, Advertising, Convey'cing, &c.,	5,167 86
“ Debts Contracted by Receiver,	2,088 35
“ Labor and Material Debts, C. W. & E. Co., .	2,372 98
“ Sundry Claims against “ “ .	3,112 07
Amount Cash paid,	<u>\$28,613 23</u>
To which add the amount due Sunbury & Erie R. R.,	
negotiated away,	9,122 15
Total reduction of C. W. & E. (the old Co.) debts, \$37,735 38	

The expenditures, which should be made during the coming year, over and above the ordinary repairs, are estimated to be:

For new Cross-ties,	\$9,000
“ Re-rolled Iron,	10,000
“ New Bridge at N. B. S. River and repairs to Trestle Works, &c.,	36,000
“ Clearing and Ditching Roadway, Arching, Tun- nels, &c.,	10,000
Amount,	<u>\$65,000</u>

The average number of Cars hauled in trains by our engines, both Passenger and Freight Cars, has been $15\frac{1}{10}$ Cars.

An excellent average, when it is remembered that usually our Passenger train consists of three Cars, and never exceeds four Cars, and also that fully twenty per cent. of our Engine mileage is upon Passenger account.

The repairs made during the year upon our Engines, have been equal to $9\frac{3}{10}$ cents per mile run.

The repairs upon both Engines and Cars have been $\frac{487}{1000}$ of a cent on the number of tons and passengers moved one mile.

The average cost of Fuel has been reduced from $\$2\frac{2}{10}$ to $\$2\frac{2}{10}$ per cord.

During the last half of the year, it was first possible to put in force a new system of Fuel account, which has resulted in a large saving in the amount used, (from *eleven* cents per mile run to *six and a half* cents per mile run,) and enables us to avoid all investment of Capital in Stock-wood, while at the same time it ensures to the road full supplies at economical rates.

The condition of your locomotives has been much improved; but their change for coal burning machines would result in yet further economy in the Fuel account.

All new machines purchased should be coal burners.

The general results of the working system of the road is clearly stated in the following tabulated

STATEMENT.

1st 6 mos. 2d 6 mos.	2,181,467 2,187,948	Total miles run by Cars.							
1861	4,369,415		28,472 $\frac{50}{100}$	Repairs of Cars in Dollars.					
	143,255 145,882	Total miles run by Engines.							
	289,137		27,093 $\frac{62}{100}$	Repairs of Engines.					
		Average number of Cars hauled by each Engine.	15 $\frac{11}{100}$						
		Tons moved one mile.	9,086,723 $\frac{2}{100}$						
		Passengers moved per mile.	25,458						
	15,843 $\frac{30}{100}$ 9,623 $\frac{17}{100}$	Value of wood used in Dollars.	25,466 $\frac{47}{100}$						
	.05027 .02999	Cords used per mile run.	.040036						
	11 6 $\frac{1}{2}$	Cost per mile run for fuel.	8 $\frac{8}{10}$						

The *Gross Receipts* from the several items of business, compare with the two years previous, as follows:

	1859.	1860.	1861.
Merchandise, . .	201,008 83	231,429 61	176,463 70
Coal,	27,839 26	15,247 40	12,167 94
Passengers, . .	85,811 28	80,945 06	60,353 39
Miscellaneous, .	14,763 84	17,413 23	18,190 83
U. S. Mail, . .	11,900 00	11,900 00	11,900 00
Amounts, . . .	<u>341,323 21</u>	<u>356,935 30</u>	<u>279,075 86</u>

Being an average decrease of gross receipts, of $14\frac{4}{10}$ per cent. against 1861.

The Total Expenses during the same period compare as follows:

	1859.	1860.	1861.
Expenses, . .	\$204,323 63	\$246,988 42	\$197,058 04

Giving an average decrease of working expenses, in favour of 1861 of $8\frac{9}{10}$ per cent., which, under all the circumstances surrounding us, shows well, and will compare very favorably with any road similarly situated, and not engaged in Government transportation.

To the extended facilities offered by our several competitors for the trade and travel of the country, which our road first drained, and to the universal decrease of all kinds of personal communication consequent upon the financial troubles of the country, should be attributed much of the diminution shown.

It is believed that your enterprise is now standing upon a proper basis, and that by continued judicious encouragement, the local business of your road may be soon developed into a profitable and permanent support.

The remarks made in the last Annual Report, in regard to the economy of having repair shops of our own, are of continued force.

\$41,917 84 has been paid by us, during the past year, for work done in shops belonging to other parties.

The profits included in this amount, will alone, soon justify the erection of shops and shop-machinery of our own.

\$25,902 59 was paid by us during the year to the Philadelphia and Erie Railroad Company, for our limited use of their 27 miles of road between Milton and Williamsport.

The virtual ownership of the Philadelphia and Erie Railroad, and its completion by the Pennsylvania Railroad Company, will probably prevent us from receiving the full share of traffic heretofore expected from it.

The M'Caulay Mountain coal property, and the railroad connecting it with our road, are about to be reorganized, it is hoped under favourable auspices, as they can be made valuable tributaries to our business.

The arguments used in the last Annual Report, in favor of the early construction of the branch road to your coal property continue to apply with renewed force. The sure revenue and tonnage the opening of these mines will afford to us, should be secured before the coming winter.

The Act of Assembly accepted at the last Annual Meeting of the Stockholders, to become available, requires the signatures of two-thirds of the preferred stockholders. As the arguments then presented by the Finance Committee, are conclusive on the merits and necessities of this case, the Board of Directors re-indorse them to your most earnest attention, and prompt action at this time, simply adding, that the labor and material debt of the old company, amounting to \$59,358 98, will become due from us, on the 21st of March, 1863.

Your Board have no hesitation in stating, that they believe when the several heavy expenditures and payments herein shown to be necessary and beyond our power to control *are capitalized*, instead of being *slowly drained* from the receipts of the road, which is thereby delayed of its prompt and proper development, the net earnings will the very first year thereafter, be more than sufficient to pay the interest on the debt, and contribute a just quota to a sinking fund for its extinguishment. And at the end of the second year, in addition thereto, justify the declaration of a reasonable dividend upon the Preferred Stock.

To induce the Stockholders to divide these bonds among themselves *pro rata*, and to make them a valuable investment, the Board proposes to set aside as a sinking fund for their redemption, the whole of the net earnings of the Branch Coal road, to be built by part of them, one half of the royalty received from the coal property of the Company, and one per cent annually on their amount, all of which shall be invested semi-annually by the trustees thereof in the purchase of said bonds, at a price not exceeding 5 per cent. above their par value.

The lumber trade between Williamsport and New York has been developed during the past few months, beyond our car capacity. As soon as the other parties interested will place their proportion of cars with us in this trade, a large business with profitable results to the line may be relied upon.

The increase of this trade, and of that to Philadelphia, together with the development of our coal property, will require from time to time, large additions to our car stock, and the purchase of several new locomotives.

The reports and statements of the Superintendent and Treasurer, herewith submitted, contain the usual detailed information concerning the operation of their several departments. The system of management and accounts now in force, works well and economically.

It is with great satisfaction the Board of Directors again state that *no passenger has ever been injured upon the Catawissa Road.*

The faithful, energetic and skilful discharge of duties by the several officers and employees of the Company, are thankfully acknowledged.

By order of the Board,

T. HASKINS DU PUY,

PHILADELPHIA, 308 WALNUT ST.
January, 1862.

President.

R E P O R T

OF THE

T R E A S U R E R.

OFFICE CATAWISSA R. R. COMPANY,
No. 308 Walnut Street,
Philadelphia, January 30th, 1862.

TO THE PRESIDENT AND DIRECTORS OF THE CATAWISSA RAIL
ROAD COMPANY:

Gentlemen:—I beg leave to submit a General Statement of the
affairs of the Company to January 1st, 1862, as also Transportation
and Income Account, for the year ending December 31st, 1861.

Very respectfully,
WM. R. FISHER,
Treasurer.

Transportation and Income Account for Twelve Months, ending Dec. 31, 1861.

RECEIPTS OF THE ROAD.		<i>Tons moved 1 mile.</i>	
Freight on Merchandise,	.	7,869,773	\$176,463 70
Freight on Coal,	.	1,216,950	12,167 94
Miscellaneous Receipts,	.		18,190 83
		<i>Passengers carried.</i>	<i>Do. 1 mile.</i>
Travel,	47,374	2,318,458	60,353 39
United States Mail,	.	.	11,900 00
Total Receipts,	.	.	279,075 86
DEDUCT.			
Rent of Little Schuylkill Rail Road,	.	.	\$25,012 67
Rent of Philadelphia and Erie Rail Road,	.	.	25,902 59
Rent of Quakake Rail Road,	.	.	5,060 63
Rent of Beaver Meadow Rail Road,	.	.	3,551 60
			59,527 49
Net Receipts,	.	.	219,548 37
WORKING EXPENSES.			
<i>Conducting Transportation—Freight.</i>			
Agent's Station,	.	\$2,796 28	
Cars, Cleaning and Inspecting,	.	163 86	
Conductors, Brakemen and Dispatchers,	.	6,283 16	
Drawbacks and Overcharges,	.	1,180 17	
Expenses of Stations,	.	1,747 76	
Foreign Agencies,	.	3,449 66	
Incidentals,	.	31 35	
Light at Freight Stations for Cars,	.	189 19	
Loss and Damages to Goods,	.	1,172 29	
Carried forward,		\$17,013 72	\$219,548 37

	Brought forward,	\$17,013 72	\$219,548 37
Oil, Tallow, Waste,		1,289 11	
Rent and allowance for use of Cars,		10,887 10	
Stationery and Printing,		680 46	
Stations, Repairs, Rents and Taxes on Depots, &c.,		80 73	
		<hr/>	\$29,951 12
<i>Conducting Transportation—Passenger.</i>			
Advertising,		92 88	
Agents, Ticket,		2,439 26	
Cars, Cleaning and Inspecting,		436 31	
Conductors, Baggage-masters and Brakemen,		4,770 71	
Drawbacks and Overcharges,		1 32	
Expenses of Stations,		1,259 46	
Foreign Agencies,		1,411 10	
Fuel at Stations,		50 27	
Fuel for Cars,		74 94	
Incidentals,		71 19	
Light at Stations,		152 28	
Light for Cars,		188 71	
Oil, Tallow, Waste,		201 74	
Rent and allowance for use of Cars,		2,839 29	
Stationery and Printing,		477 45	
Stations, Repairs, Rents and Furniture,		98 80	
		<hr/>	14,565 71
<i>Motive Power.</i>			
Coal for Locomotives—Passenger,		8 35	
Coal for Locomotives—Freight,		224 96	
Engineers and Firemen—Passenger,		4,141 85	
Engineers and Firemen—Freight,		6,428 48	
Incidentals—Passenger and Freight,		467 87	
Fluid, Oil, Tallow, Waste—Pass. & Freight,		3,631 79	
Repairs of Locomotives—Passenger,		10,037 82	
Repairs of Locomotives—Freight,		16,126 68	
Repairs of Tools, Machinery and Shops,		533 97	
Repairs of Water Stations,		395 15	
Watchmen, Switchmen and Wipers,		2,803 43	
Wood for Locomotives—Passenger,		8,979 32	
Wood for Locomotives—Freight,		16,423 84	
		<hr/>	70,203 51
<i>Maintenance of Way.</i>			
Oil, Fluid and Tallow,		189 49	
Repairs of Bridges,		5,824 86	
Repairs and Renewals of Telegraph,		156 40	
Repairs and Renewals of Track,		29,001 21	
Tools and Repairs of Tools,		375 72	
Watchmen,		3,438 60	
		<hr/>	38,986 28
<i>Maintenance of Cars.</i>			
Repairs—Passenger and Baggage Cars,		7,645 40	
Repairs—Freight Cars,		14,268 24	
Repairs—Car-shops and Sheds,		10 28	
Tools and Repairs of Tools,		55 20	
Repairs—Through Cars,		6,493 38	
		<hr/>	28,472 50
<i>General Expenses.</i>			
Stationery, Printing and Office Expenses,		1,988 06	
Taxes,		842 55	
Telegraph Expenses,		1,090 98	
President's, Treasurer's, Secretary's and Superintendent's Salary,		6,466 68	
Clerks' and Attendants' Salary,		3,667 44	
Rent of General Office, Fuel and Light,		823 21	
		<hr/>	14,878 92
			<hr/>
			\$197,058 04
			<hr/>
			\$22,490 33

Capital and Debts, Assets and Liabilities of the Catawissa Rail Road Company.
December 31, 1861.

DR.

CONSTRUCTION ACCOUNT.

Cost of Road, Real Estate, including Coal

Lands, Shops, &c.,	\$3,079,000 00
Locomotives and Tenders,	157,500 00
Freight and Gravel Cars,	103,700 00
Passenger and Baggage Cars,	20,350 00
Coal Cars,	23,450 00

\$3,384,000 00

ASSETS.

Cash on hand,	5,954 72
Notes Receivable,	155 75
Freight and Toll-bills due the Company,	9,253 45

\$15,363 92
Materials on hand.

Fuel,	289 62
Oil and Waste,	1,868 03
Workshop Materials,	8,554 84
Office Furniture,	473 35
Patent Rights,	72 50

11,258 34
Debts due by Connecting Roads.

Philadelphia and Reading R. R. Co.,	2,899 72
Lehigh Valley R. R. Co.,	202 65
Central R. R. Co. of New Jersey,	311 47
Lackawanna and Bloomsburg R. R. Co.,	388 30
Milwaukee and Minnesota R. R. Co.,	21 95
Burlington and Mo. River R. R. Co.,	3 18
Quincy and Toledo R. R. Co.,	9 14
Belvidere and Delaware R. R. Co.,	21 75
Tamaqua Stage Company,	79 40
Philadelphia and Elmira Through Line,	68 64
Transportation of Recruits U. S. A.,	346 98
Atlantic Great Western R. R. in N. York,	18 18
Geneva and Watkins Steamboat Co.,	45 76

4,417 12
Debts due to the Company.

Post-Master General,	2,975 00
Howard & Co.,	700 00
Pardee & Co.,	5 91
Randolph Brothers,	31 24
J. Langdon & Co.,	267 20
Geo. Hopson & Co.,	157 25
Secretary of War,	3 50
Commonwealth of Pennsylvania,	29 87
Collins & Co.,	416 00
Hawkins Manufacturing Company,	11 20

4,597 17

35,636 55

F. A. Van Dyke, Jr., and R. J. Mercer,
Trustees,

3,112 07

Catawissa R. R. Co., Proffered Stock, un-
delivered,

376,100 00

Catawissa R. R. Co., Common Stock, un-
delivered,

500,400 00

876,500 00

Less Balance due Catawissa, Williamsport
and Erie R. R. Co. for purchase of Road,

834,964 92

41,535 08

Profit and Loss,

8,463 06

\$3,472,746 76

Capital and Debts, Assets and Liabilities of the Catawissa Rail Road Company.
December 31, 1861.

· Cr.

Preferred Stock,	\$2,200,000 00
Common Stock,	1,150,000 00
Loan 1860-1880, 5 per cent.,	34,000 00

\$3,884,000 00

Liabilities.

Assumed Debt of the Catawissa, W'msport and Erie R. R. Co.,	59,358 98
Pay rolls and bills of Materials due,	18,909 96

\$78,268 94

Debts due to Connecting Roads.

Elmira and Williamsport R. R. Co.,	1,730 87
Little Schuylkill Nav. R. R. & Coal Co.,	2,425 04
Philadelphia and Erie R. R. Co.,	2,262 26
Quakake R. R. Co.,	517 55
Beaver Meadow R. R. and Coal Co.,	409 62
North Pennsylvania R. R. Co.,	498 30
Buffalo, New York and Erie R. R. Co.,	134 88
N. Marsh, Receiver,	130 52
New York Central R. R. Co.,	221 20
Cleveland, P. and Ashtabula R. R. Co.,	157 97
Great Western Railway of Canada,	10 34
Michigan Central R. R. Co.,	97 91
Illinois Central R. R. Co.,	3 45
Michigan, S. and N. Indiana R. R. Co.,	185 44
Little Miami C., and Xenia R. R. Co.	9 46
Galena and Chicago R. R. Co.,	89 98
Detroit and Milwaukee R. R. Co.,	8 14
Hannibal and St. Joseph R. R. Co.,	14 43
Buffalo and Erie R. R. Co.,	396 65
Cleveland and Toledo R. R. Co.,	61 30
Chicago and Burlington R. R. Co.,	61 15
Buffalo and Lake Huron R. R. Co.,	14 98
Great Western Railway of Illinois,	17 17
Chicago and Milwaukee R. R. Co.,	18 30
Toledo and Wabash R. R. Co.	103 49
St. Louis, Alton and Chicago R. R. Co.,	13 33
Cleveland, Columbus & Cin. R. R. Co.,	97 36
Mississippi and Missouri R. R. Co.,	15 75
Jeffersonville R. R. Co.,	2 72
Evansville and Crawfordsville R. R. Co.,	6 48
Terre Haute, Alton & St. Louis R. R. Co.,	18 59
Sandusky, Dayton and Cin. R. R. Co.,	11 48
Terre Haute and Richmond R. R. Co.,	16 67
Bellefonte and Indianapolis R. R. Co.,	86 94
Chicago and Rock Island R. R. Co.,	224 88
Pacific R. R. Co. of Missouri,	5 00
Chicago and Northwestern R. R. Co.,	8 01
La Crosse and Milwaukee R. R. Co.,	70 13
Ohio and Mississippi R. R. Co.,	4 60
Milwaukee and Prairie du Chien R. R. Co.,	74 35
Milwaukee and Horicon R. R. Co.,	8 70
Mineral Point Railway,	6 80
Racine and Mississippi R. R. Co.,	3 60
East Pennsylvania R. R. Co.,	2 08
Individuals and Corporations,	74 69

10,332 56

Fractional Shares of Stock,	88,601 50
Coupons,	107 76
	37 50

\$3,472,746 76

34,900
1,700

REPORT

OF THE

SUPERINTENDENT.

CATAWISSA RAILROAD COMPANY,
Superintendent's Office,
Williamsport, Pa., 1st January, 1862.

T. HASKINS DU PUY, Esq., President :

SIR :—Please find below a statement of the operations of the Transportation Department of this road, for the year ending 31st December, 1861.

The business of the road, both local and through, has been less than during the previous year, owing to the stagnation of business throughout the country on most roads, except those so situated as to receive the advantage of the transportation required by the Government; but the business, both through and local, has been much larger during the last, than the first half of the year, and at the present time is larger than ever before at the same season of the year, and promises well for the future.

22,383 new cross-ties have been used in the track for repairs, which is a much larger number than the average number required annually to keep the track in good repair when once in order. The other materials used in the track, have been,

190 tons re-rolled iron,
16,875 lbs. spikes,
608 chairs.

Large expenditures should continue to be made to put the track in good condition, and enable us to operate the road economically.

There should be at least 600 tons of new or re-rolled iron, and 30,000 cross-ties put in track during the coming season.

All the bridges on the road have been kept in repair, and it is believed, are generally in as good condition now, as at the date of last report, but the remarks therein made in reference to them, apply with still stronger force now that they have had the exposure of another year.

The High Bridges should have at least 500,000 feet of timber used in their repair during the summer, and it is absolutely essential to rebuild the North Branch Bridge at Rupert. The old bridge over the Chitiskaqua, has been replaced by a new and permanent Howe Truss Bridge.

The locomotive engines have been improved in their condition since the last report.

Engine No. 1, which was dismantled and laid aside before it came into our possession, has been thoroughly repaired, and is now doing good service as a switching engine. Engines Nos. 10, 12, 17, 19 and 20 have had new tires during the past year. I would refer you to the tabular statements accompanying this for details respecting them.

Most of our engines are old, and will still require large expenditures to put them in economical working order.

On July 1st, the new system of Fuel account, spoken of in last report, was put into practice with satisfactory results, reducing the cost of fuel per mile run, from 11 cents to 6½ cents.

During the month of December, our local trade, and the lumber trade from Williamsport, have very much improved and bid fair to continue good during the year. We need an increased amount of rolling stock to meet the growing wants of this trade. The number of cars remains the same as at the date of last report, but it is believed their condition has been improved. I append tabular statements showing the number and condition of the engines, and details relating to the cost of repairs, fuel, &c.

I desire in conclusion, to testify to the general faithfulness and ability with which the various officers and employees of this Department have performed their duties.

Very Respectfully,

Your Obedient Servant,

H. STANLEY GOODWIN,

Supt.

CATAWISSA RAILROAD CO.—Performance of Locomotive Engines for Year ending December 31st, 1861.

Engine.	Miles run.	Pints oil used.	Pounds tallow used.	Pounds waste used.	Cost of oil, tallow and waste.	Do. per mile run.	Engines & firemen's wages.	Do. per mile run.	Cost of fuel.	Do. per mile run.	Total running expenses.	Do. per mile run.	Cost of repairs.	Do. per mile run.	Total expenses.	Do. per mile run.
No. 1	2,080	26	5	4	\$2 92	.68	\$277 52	2.77	\$109 36½	1.09	\$2 92	4.55	\$1,667 59	83.37	\$1,670 51	83.32
" 2	10,026	368	176	93	68 17						455 05½	2.84	284 58		739 63½	7.39
" 3																
" 4	3,297	164	35	18	23 10	.70	54 08	1.03	161 37½	4.88	238 55½	7.22	421 28	12.76	659 83½	19.99
" 5	3,307	160	3	51	34 44	1.14	122 50	3.71	425 07	12.88	582 01	17.63	394 94	11.96	976 95	29.59
" 6													161 45		161 45	
" 7																
" 8	15,999	930	433	322	183 48	1.14	570 69	3.56	2,025 04½	12.65	2,779 21½	17.37	2,106 39	13.16	4,885 60½	30.53
" 9	10,371	966	364	241½	147 16	1.41	517 13	4.97	993 80	9.55	1,558 09	15.94	2,172 53	20.89	3,830 62	36.83
" 10	17,570	1,508	465	310	223 43	1.27	542 41	3.08	2,076 50	11.79	2,842 34	16.14	2,019 35	11.47	4,861 69	27.62
" 11	695	80	5	17	11 72	1.67	23 25	3.32	96 54	13.79	131 51	18.78	18 05	2.58	149 56	21.36
" 12	14,651	1,444	428	416	198 10	1.35	884 87	6.04	1,315 90	8.98	2,398 87	16.37	1,845 16	12.59	4,244 03	28.96
" 13																
" 14	25,739	2,162	747	600	337 59	1.29	800 85	3.08	1,867 95	7.18	3,006 39	11.56	1,403 63	5.39	4,410 02	16.96
" 15	19,298	1,402	786½	414	259 51	1.34	670 20	3.47	2,132 32½	11.04	3,062 03½	15.85	1,918 46	9.63	4,980 49½	25.48
" 16	21,679	1,256	611	395	217 38	1.00	737 81	3.40	2,546 59	11.73	3,501 78	16.13	1,430 16	6.59	4,931 94	22.72
" 17	25,370	1,706	795	514½	351 36	1.38	1,021 80	4.02	2,268 37	8.93	3,641 53	14.33	2,112 81	8.31	5,754 34	22.65
" 18	24,173	1,664	845½	457	288 88	1.19	899 08	3.71	2,778 53	11.48	3,966 49	16.39	942 66	3.89	4,909 15	20.28
" 19	32,898	2,294	848	973	408 87	1.23	1,003 47	3.05	2,267 13	6.90	3,679 47	11.18	2,372 35	7.21	6,051 82	18.39
" 20	33,551	2,686	1,010	1,021	449 53	1.33	1,080 45	3.22	2,377 59½	7.08	3,907 57½	11.64	2,414 52	7.19	6,322 09½	18.84
" 21	28,433	3,076	902½	929	427 15	1.50	875 01	3.07	2,014 08	7.06	3,316 24	11.63	2,398 63	8.41	5,714 87	20.04
" 22													79 96		79 96	
Sundries, &c.							312 72				312 72				312 72	
Totals and Averages	289,137	21,892	8,459½	6,676	3,632 79	1.25	10,393 84	3.59	25,456 16	8.81	39,482 79	13.65	26,164 50	9.04	65,647 29	22.69

CATAWISSA RAILROAD COMPANY.—Engines owned by the Company.

Engine.	Passenger train ser- vice.	Freight train ser- vice.	Weight, gross tons.	Number driving wheels.	Number track wheels.	Diameter driving wheels.	Length of stroke.	Diameter of Cylinder.	Builder.	Date when built.	
No. 1			20	4	4	54	20	16	Hinkley.		In good order, switching at Wm's port.
" 2		"	20	"	"	54	"	16	"		" Rented to P. J. Collins & Co.
" 3	"	"	25	"	"	66	24	14	Norris.		Has been out of use for three years.
" 4	"	"	25	"	"	"	"	"	"		Not in use,—is in bad order.
" 5	"	"	25	"	"	"	"	"	"		"
" 6	"	"	25	"	"	"	"	"	"		Has been out of use two years and a half.
" 7	"	"	25	"	"	"	"	"	"		"
" 8		"	26	"	"	54	"	16	"	1854	Is in running order,
" 9		"	26	"	"	"	"	"	"	"	"
" 10		"	26	"	"	"	"	"	"		"
" 11	"	"	19	"	"	60	20	15	Baldwin.		Quite old and dilapidated.
" 12		"	26	"	"	"	24	16	Norris.		In good running order.
" 13		"	25	"	"	54	20	16	Rogers.	1856	Exploded Dec. 15th, 1860.
" 14	"	"	24	"	"	60	22	16½	N. J. L. Works.	"	In shop, under general repairs.
" 15		"	24.66	"	"	"	"	"	Brandt.	"	In good running order.
" 16		"	24.66	"	"	"	"	"	"	"	"
" 17		"	24.66	"	"	"	"	"	"	1857	"
" 18		"	24.66	"	"	"	"	"	"	"	"
" 19	"	"	26	"	"	66	"	16	Rogers.	"	In good order.
" 20	"	"	26	"	"	66	"	"	"	"	"
" 21	"	"	20	"	"	69	20	15	Hinkley.		Needs new tire,—is running.
" 22	"	"	26	"	"	72	22	16	Trenton L. W.	1859	" is in shop.

CATAWISSA RAIL ROAD COMPANY.—*Mileage of Cars.*

L O A D E D.

MONTH.	FREIGHT.				COAL.			ELMIRA.		CATAWISSA.		TOTAL.			
	C.	A.	Foreign.	Individ.	C.	Foreign.	Individ.	Pass.	Bag.	Pass.	Bag.	Freight.	Coal.	Pass. and Bag.	Total for each month.
January,	26,985	30,687	4,875	5,336	2,605	3,018		10,610	3,689	20,088	5,831	62,883	5,623	40,218	222,448
February,	24,678	35,677	4,377	7,008	4,294	2,895		7,150	3,918	13,090	4,889	71,740	7,189	29,047	215,952
March,	31,980	43,844	5,760	4,775	2,304	9,604		8,700	4,541	17,750	3,937	86,359	11,908	34,928	266,390
April,	34,100	38,132	13,842	5,993	4,592	21,784		11,488	2,856	21,777	4,059	92,067	26,376	40,180	317,246
May,	35,020	26,615	13,006	6,754	4,189	33,851		13,089	3,262	18,782	3,898	83,395	38,840	38,030	317,931
June,	35,516	28,205	7,208	4,794	4,299	7,217		7,416	2,499	19,754	4,792	75,723	11,517	34,461	243,401
July,	35,123	24,399	5,357	3,700	3,407	269		2,025	2,608	27,105	5,712	68,579	3,676	37,450	219,410
August,	37,195	32,867	1,951	4,994	2,840	93		9,888	3,194	24,279	6,307	77,007	2,933	43,668	247,216
Sept.	34,538	22,060	6,143	5,272	13,177	1,280	490	8,925	2,737	24,395	4,701	68,013	14,947	40,758	247,436
October,	40,794	27,482	20,121	4,641	8,638	11,561	77	11,186	2,975	23,562	6,426	93,038	20,276	44,149	314,926
November,	21,515	13,744	29,047	2,382	2,480			10,829	3,094	21,539	6,188	66,688	2,480	41,650	221,636
December,	50,128	17,361	56,990	3,269	7,604	7,254		9,758	2,737	21,420	6,188	127,748	14,858	40,103	365,418
Total,	407,572	342,073	168,677	58,918	60,429	98,827	567	111,064	37,109	253,541	62,928	973,240	159,823	464,642	3,199,410

CATAWISSA RAIL ROAD COMPANY.—*Mileage of Cars.*

E M P T Y.

MONTH.	FREIGHT.				COAL.		ELMIRA.		CATAWISSA.		TOTAL.		
	C.	A.	Foreign.	Individ.	C.	Foreign.	Pass.	Bag.	Pass.	Bag.	Freight.	Coal.	Pass. and Bag, each month.
January,	10,528	5,161	2,222	1,646	2,337	1,939					19,557	4,276	47,666
February,	10,227	6,814	2,358	2,562	2,177	4,161					21,961	6,338	56,598
March,	14,299	6,573	3,539	1,957	1,248	2,054					26,368	21,769	77,807
April,	14,762	71,987	6,968	1,699	964	26,337					31,416	27,301	181,434
May,	21,578	7,984	5,791	2,475	968	26,872					37,828	27,840	131,336
June,	23,543	8,304	5,904	4,134	2,157	7,587					41,885	9,744	103,258
July,	21,003	4,654	2,559	5,301	1,645						33,517	1,645	70,324
August,	16,979	6,923	1,902	4,159	124						29,963	124	60,174
Sept'mber,	19,335	3,704	4,104	2,974	776	3,038					30,117	3,814	67,862
October,	23,042	10,541	13,193	4,533	2,380	11,289					51,309	13,669	129,956
November,	15,251	6,552	23,439	1,799	2,730						47,041	2,730	99,542
December,	29,746	6,734	24,622	2,132	1,358	7,432					63,234	8,790	144,048
Total,	220,293	145,931	96,601	35,371	18,864	90,709					434,196	128,040	1,170,005
Total loaded and empty, 1861.	627,865	488,004	265,278	94,289	79,293	189,536	111,064	37,109	253,541	62,928	1,407,436	287,863	4,369,415

CATAWISSA RAIL ROAD COMPANY.—*Statement of Sundry Materials
used during 1861.*

	Number of Cross ties.	Pounds of Spikes.	Number of Wrought Chairs.	Tons of R. R. Iron.	Cords of Wood.	Miles run by Engines.	Cords per Mile.
FIRST SIX MONTHS,	9,804	9,375	200	100	7,201½	143,255	.05027
LAST “	12,579	7,500	408	90	4,374½	145,882	.02999
	22,383	16,875	608	190	11,576¼	289,137	.040026